

RFB #22-0004

ADDENDUM NO. 1

Sedgwick County Project: 801-E-1300; Bridge on 151st St. West between 85th and 93rd Streets North (B504)

The items contained herein now become a part of the referenced plans and specifications. Please read the following items and acknowledge receipt of this addendum on the Proposal Page Number P-1R. NOTE: THIS ADDENDUM MUST BE ACKNOWLEDGED TO CONSTITUTE A VALID BID.

SPECS:

- Replace P-1 with P-1R (Changed the number of working days from fifty (50) to seventy (70)).

PLANS:

- Replace sheet 10 with 10R (Revised and removed notes).
- Replace sheet 14 with 14R (Revised wordage of call out).

By: **James Weber**
James Weber, P.E.
Director of Public Works/County Engineer

Digitally signed by James Weber
DN: cn=James Weber, o, ou,
email=Jim.Weber@sedgwick.gov, c=US
Date: 2022.02.07 13:54:52 -06'00'

Date: February 7, 2022

PROPOSAL

1. The undersigned bidder (the "Bidder"), proposes to furnish all materials, labor, supplies, equipment and incidentals necessary to construct Sedgwick County Project 801-E-1300; Bridge on 151st Street West between 85th and 93rd Streets North (B504) in accordance with the Contract Documents.
2. If this Proposal is accepted, Bidder agrees to execute and deliver to County a contract in accordance with the Contract Documents and within ten days of notice of the award to Bidder. Bidder agrees that the bid deposit given concurrently herewith shall become the property of County in the event Bidder fails to execute and deliver such contract within said time. In the further event of such failure, Bidder shall be liable for County's actual damages that exceed the amount of the bid deposit.
3. The Notice to Proceed shall be issued no sooner than April 4, 2022, but it shall be issued no later than July 18, 2022. Bidder agrees to complete the work according to the Contract Documents within seventy (70) working days.
4. Time is of the essence in the Bidder's performance. Bidder agrees that County's damages would be difficult or impossible to predict in the event of a default in the performance hereof; and it is therefore agreed that if Bidder defaults in the performance of the Contract Documents, Bidder shall be liable for payment of the sums stipulated in the Contract Documents as liquidated damages, and not as a penalty.
5. Bidder agrees to maintain the improvements constructed and shall make good all defects in material and workmanship for a period of one year, or for such other periods as provided for in the Contract Documents, after completion of said improvements.
6. Bidder hereby certifies that it has carefully examined all of the Contract Documents for the Project, that it has inspected the location of the Project and understands the nature and scope of the work to be done; and that this Proposal is based on the terms, conditions, and requirements of the Contract Documents. Bidder agrees that the performance time specified is a reasonable time, having carefully considered the nature and scope of the Project as aforesaid.
7. Bidder's proposed sureties and insurers are subject to the approval of County.
8. Bidder certifies that this Proposal is submitted without collusion, fraud or misrepresentation as to other Bidders, so that all bids for the Project will result from free, open and competitive bidding among all Bidders.
9. Bidder acknowledges receipt of addenda No's. _____.

Company or Firm Name _____

Address _____

EIN _____

By _____ Title _____

COUNTY	STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
SEDGWICK	KANSAS	B504	2021	10R	34

REVISED SHEET

SUMMARY OF QUANTITIES								
Location	Concrete (Gr. 4.0) (AE)(SA) (Cu. Yds.)	Reinforcing Steel (Gr. 60) (Epoxy Coated) (Lbs.)	Expansion Device (Strip Seal Assembly) (Lin. Ft.)	Concrete Surface Repair (Sq. Ft.)	Drilling and Grouting (Repair) (Set Price)	Reset Existing Bearing (Each)	Falsework Inspection (Lump Sum)	Multi-Layer Polymer Overlay (Sq. Yds.)
Pier #1	3.4	1,231	32.0	-	-	8	-	-
Pier #5	3.4	1,231	32.0	-	-	8	-	-
Pier #9	3.4	1,231	32.0	-	-	8	-	-
Pier #13	3.4	1,231	32.0	-	-	8	-	-
Superstr. Total	13.6	4,924	128.0	610	1	32	1	2,620
Total	13.6	4,920	128	610	1	32	1	2,620

DESIGN DATA

DESIGN SPECIFICATIONS (Per Existing Plans):
AASHTO Specifications, 1961 Edition

DESIGN LOADING (Per Existing Plans):
H20-S16-44

UNIT STRESSES:
Concrete (Grade 4.0)(AE)(SA) f'c = 4.0 ksi
Reinforcing Steel (Grade 60) Fy = 60 ksi

NOTE: See Sh. # 22 for Summary of Quantities.

GENERAL NOTES

EXISTING STRUCTURE: Plans of the existing structures are on file and available for inspection by qualified bidders at the Sedgwick County Public Works building, 1144 S Seneca, Wichita, KS, 67213.

REMOVAL OF EXISTING STRUCTURE: Remove the existing structures to the limits shown on the plans. Removal of existing structures is included in the bid item, "Removal of Existing Structures", Lump Sum. All materials removed from the existing structures, including the existing guardrail, shall become the property of the Contractor. Remove this material from the site. Clearly mark the location of the barrier curb, barrier beam and deck concrete that is to remain during construction and before sawing or removing any concrete. Concrete sawing shall be limited to as shown on the plans for the barrier curb, barrier beam and deck concrete. Saw cut to neat lines all exposed surfaces of the concrete. Limit depth of cut to 3/4" for the deck and barrier curb concrete. Do not cut through reinforcement. Do not use drop-type pavement breakers on the structure that will remain. Use a jackhammer no heavier than 15 lbs. to remove concrete in deck in a manner not to damage the deck that will remain during construction. Preserve, as much as possible, the existing transverse and longitudinal reinforcing projecting from the existing deck, barrier curb and barrier beam. Damage to the existing tee beams caused by procedures not conforming to the above recommendations shall be repaired as directed by the Engineer at the Contractor's expense (no cost to the County). Any costs incurred for testing or Engineering evaluations will be included in the Contractor's expense for repair. Care shall be taken to minimize the amount of rubble that falls into the streambed. The Contractor will be required to clean the streambed of any rubble caused by these operations as directed by the Engineer.

EXISTING DIMENSION VERIFICATION: Dimensions of the existing structure are based on old plans. Verify, by field measurement, the as-built dimensions of the existing structure and submit such verification in writing to the Engineer. The verification will include sketches, drawings, photographs and descriptions as needed to clearly define the as-built dimensions that will be incorporated in the new construction.

REINFORCING STEEL: All reinforcing steel dimensions are to the centerline of bars unless otherwise noted. All reinforcing steel shall conform to the requirements of ASTM A615, Grade 60.

CONCRETE: Superstructure concrete is bid as Concrete (Grade 4.0)(AE)(SA). Bevel all exposed edges of all concrete with a 3/4" triangular molding, except as otherwise noted on the plans. Construction joints are optional with the Contractor, but if used, place only at locations shown, or at locations approved by the Engineer.

DIMENSIONS: All dimensions shown on the design plans are horizontal dimensions unless otherwise noted. Make necessary allowances for roadway grade and cross slope.

EXPANSION DEVICE (STRIP SEAL): All labor and material for construction of the Expansion Device, including structural steel and hardware, are included in the bid item "Expansion Device (Strip Seal Assembly)". See Sh. #13 for additional notes.

DRILLING AND GROUTING (REPAIR): This item shall consist of grouting reinforcing steel, anchor bolts, tie bars, or dowel bars into the existing concrete, where required by the Engineer, with an epoxy grout. Follow KDOT Specifications 842 and any associated Special Provisions. Follow the manufacturer's directions for mixing, application and curing. Embedment length to be determined by Engineer & Manufacturer specifications, depending on location. The tools, materials, labor and incidentals necessary to complete the work shall be paid for per each by the bid item "Drilling and Grouting (Repair) (Set Price)".

STRIP SEAL: The strip seal extrusions in the bridge deck shall be a "Wabo Type R" steel shape or an approved equivalent. Material for the extrusions shall be solid extruded or hot rolled steel. No weathering steel or aluminum will be allowed. Grips shall only be prime-coated with an inorganic zinc vinyl. The gland cavity shall not be prime-coated. The Strip Seal gland shall accommodate a total movement of at least 4". The gland shall be factory molded for horizontal bends of 15° or more.

DEMOLITION PLANS: This is a Category A Demolition. Submit detailed Demolition Plans to the Field Engineer per KDOT Specifications. No Demolition work will begin without approved Demolition Plans. A Licensed Professional Engineer is not required.

REINFORCING IN BRIDGE DECK: Care should be exercised to prevent cutting, stretching or damaging exposed reinforcing steel. Extreme care should be exercised to avoid breaking the bond between the reinforcing steel and concrete where bars are partially exposed yet remain anchored in sound concrete. Reinforcing steel damaged or cut in the removal process shall be replaced as directed by the Engineer. Do not wedge chipping hammer bite against reinforcement. Replacement of bars damaged by the Contractor shall be subsidiary to "Removal of Existing Structure".

TEMPORARY CONSTRUCTION LOADS: The Contractor will not stock pile construction materials, debris/rubble or place equipment weighing more than 20 tons on the bridge without prior written approval by the Sedgwick County Public Works Department. For bridges with highway traffic on or under the bridge the Contractor will provide plans showing the location, quantity and weight of the proposed materials, debris or equipment weighing more than 20 tons. These plans will bear the Seal of the Contractor's Engineer before approval is granted. The Contractor's Engineer will use AASHTO Specifications for limitations on structural capacities, as the structure is found in the field.

MULTI-LAYER POLYMER CONCRETE OVERLAY: No concrete curing membrane will be used on structures with a polymer overlay. Roughen the new bridge deck surface using a burlap drag attached to the finish machine. When the date and temperature requirements of the specifications are met, grind profile, place a polymer overlay, and apply permanent pavement markings on the bridge deck. When the date and temperature requirements are not met, complete any required grinding and apply temporary pavement markings. Apply the polymer overlay according to the next available date(s) and temperature allowed per the current specifications. See KDOT Specifications for complete information. Vary the thickness of the overlay to match the existing grade on the bridge at each location. Use up-spray to cover minor surface damaged areas on barrier posts.

CONSTRUCTION LOADS: Limited traffic is permitted on the new sub-deck, one-course deck or any concrete overlay during the curing period, keep any exposed deck wet during the curing period. See KDOT Specifications Section 710 Tables 710-1 & 710-2 for additional information.

FALSEWORK INSPECTION: This project has falsework plan requirements which are considered "Category I" by KDOT specifications. The falsework designer of record will conduct an inspection of the as-built falsework. The bid item, "Falsework Inspection" is full compensation for all materials, labor and equipment. See KDOT specifications.

FALSEWORK PLANS: A licensed Professional Engineer shall design the falsework details. Details shall bear the seal of a licensed Professional Engineer. See the Bridge Design Manual, Section 16.1 "Review and Approval of Falsework Plans", for a listing of items to be included on the falsework plan. Submit electronic plans conforming to Section 105 of the Standard Specification with details in compliance with KDOT Specifications to the Field Engineer for review.

FALSEWORK PLANS AND SHOP DRAWINGS: Use the U.S. Customary system of units on falsework plans and shop drawing details.

RESET EXISTING BEARING: The bid item "Reset Existing Bearing (Each)" shall include all labor and material needed to restore the existing interior girder Anchor Assemblies at Pier #1, #5, #9 & #13 to as-built conditions. Blast clean all anchor bolts, guide angles and bearing plates to meet SSPC-SP6 Specifications (Latest Revision). The reinstallation process shall follow details from existing plans. ~~If any component of the Anchor Assembly or Elastomeric Bearing Pad is too damaged to be re-used, or as directed by the Engineer, they shall be replaced following the details shown in the existing plans. Any such replacements shall be included in the "Reset Existing Bearing (Each)" bid item. Replacement of the elastomeric bearing pads are not included in the "Reset Existing Bearing (Each)" bid item.~~
~~BEARING (Bearing Type Elastomeric) (Method A): Interior Girder bearing devices at Piers #1, #5, #9 & #13 shall be fabricated with an elastomer satisfying:~~
~~Shore A Durometer Hardness of 60~~
~~Low Temperature Grade 3 requirements~~
~~Type A certification for elastomeric bearing device acceptance is required~~
~~Include design method and all material properties on shop details.~~

ANCHOR BOLTS: Anchor bolts will adhere to KDOT Standard Specification Division 1600 (Grade 36) with the following exception. The threads may be rolled or cut.

PAINTING BEARINGS: Blast clean the bearings, except for the ANSI 125 finished surfaces. Paint the bridge bearings with an Organic Zinc Primer except for the ANSI 125 finished surfaces. Paint the ANSI 125 finished surfaces with an approved dry film lubricant. After erection, apply the water-borne acrylic finish coat to all exposed surfaces. All work, materials and incidentals needed shall be subsidiary to the "Reset Existing Bearing" bid item.

DECK PROTECTIVE SYSTEM: Epoxy coat all reinforcing steel in the deck slab, curbs and barriers.

CLEAN DEBRIS: This shall consist of cleaning the bearing seat area of any debris before and following construction activities and is included in the "Reset Existing Bearing (Each)" bid item.

UTILITY COORDINATION: The Contractor shall contact and coordinate with AT&T in regards to the removal of the utility conduit and hangers attached to the side of the bridge deck prior to start of construction work.

TEMPERATURE: The design temperature for all dimensions is 60°F.

02/02/22: Revised and removed notes.

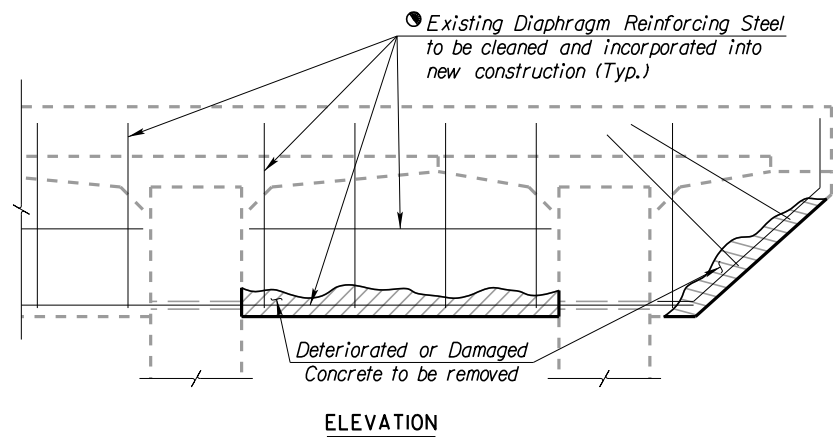
SEDGWICK COUNTY PUBLIC WORKS JAMES WEBER, P.E., DIR. OF PUBLIC WORKS/COUNTY ENGINEER		
1515 STREET WEST BRIDGE OVER ARKANSAS RIVER		
GENERAL NOTES AND QUANTITIES		
STRUCTURE NO. 801-E-1300 (B504)		
WSP		
SCALE	DATE	DWG. NO. 30900126A

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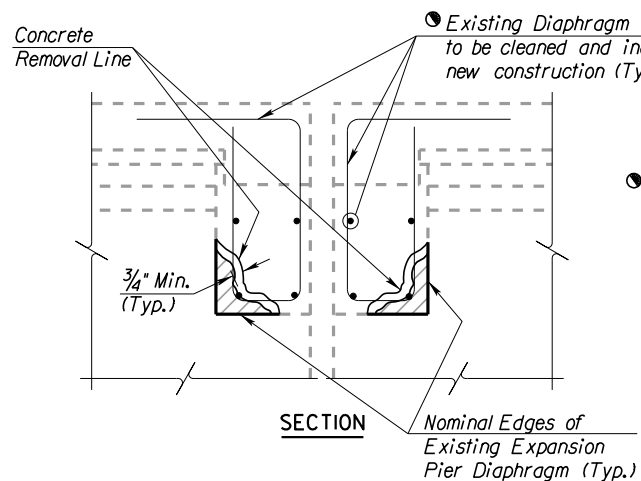
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COUNTY	STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
SEDGWICK	KANSAS	B504	2021	14R	34

REVISED SHEET



ELEVATION

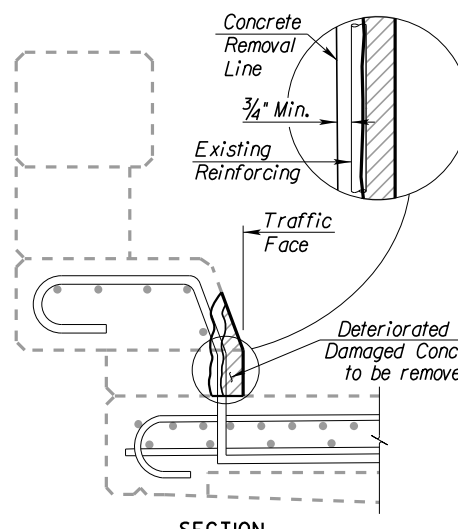
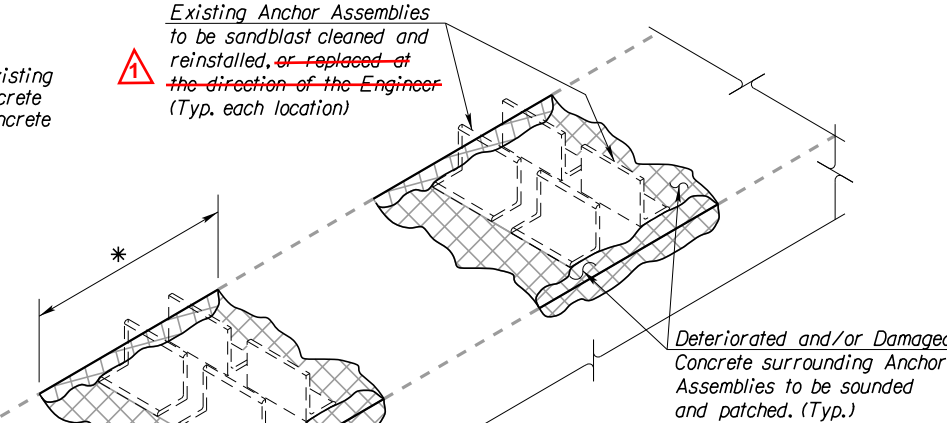


SECTION

TYPICAL EXPANSION PIER DIAPHRAGM REPAIR
 (Exterior bay diaphragm shown, interior diaphragm bays similar.)
 (Applies to approximately 25% of the Expansion Pier Diaphragms.)

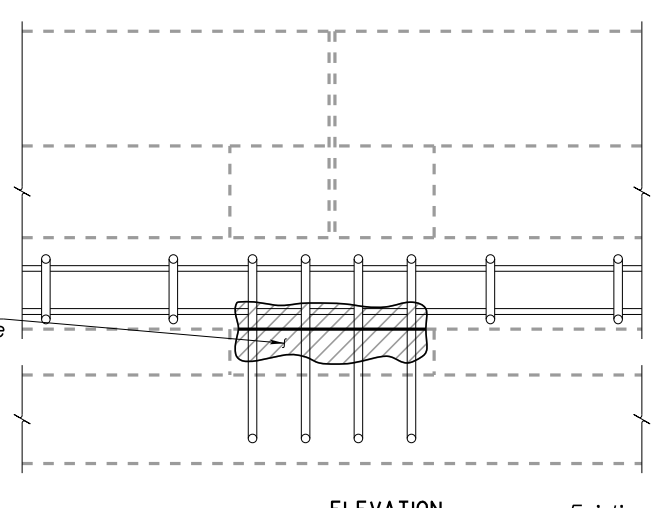
Care shall be taken not to damage the Existing Diaphragm Reinforcing Steel during concrete removal. Any damage done during the concrete removal process, shall be repaired at no additional cost to the County.

Existing Anchor Assemblies to be sandblast cleaned and reinstalled, or replaced at the direction of the Engineer (Typ. each location)

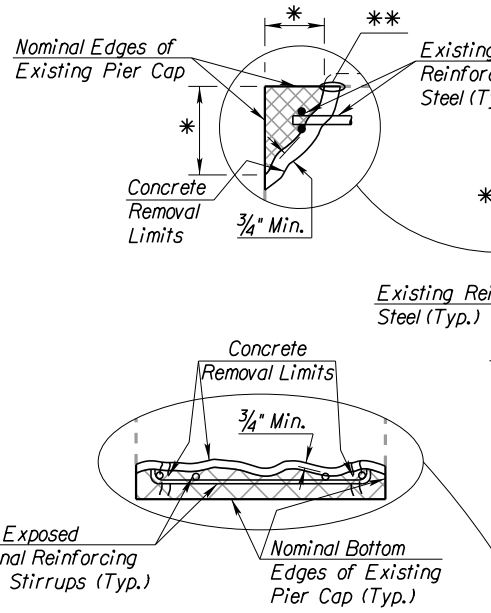


SECTION

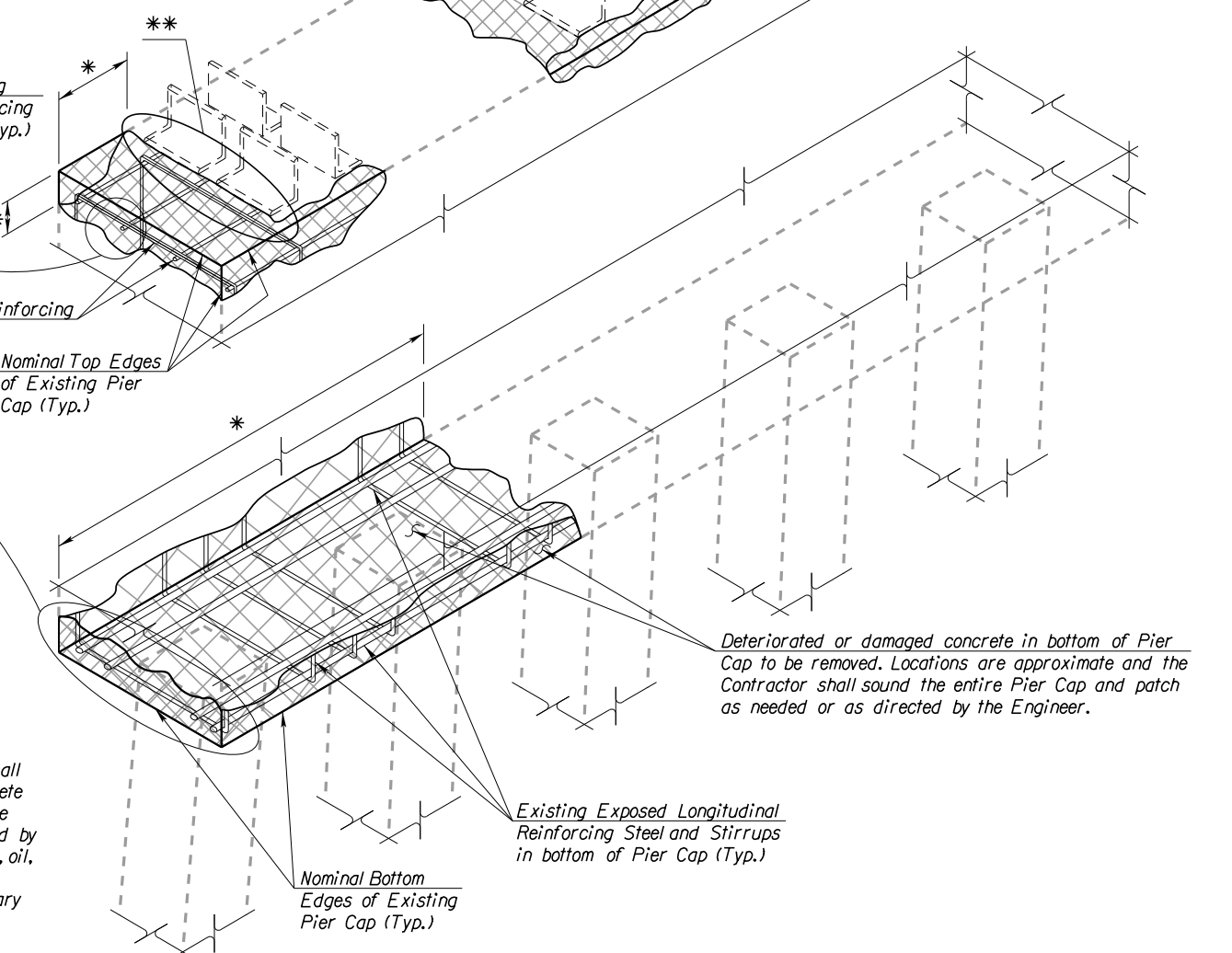
EXISTING CORRAL RAIL DETAILS
 (Applies to approximately 25 curb posts.)



ELEVATION



Existing Exposed Longitudinal Reinforcing Steel and Stirrups (Typ.)
 Nominal Bottom Edges of Existing Pier Cap (Typ.)



TYPICAL PIER CAP REPAIR (TOP & BOTTOM)
 (Pier #13 shown, Piers #1, #5 & #9 similar.)

Deteriorated or damaged concrete in bottom of Pier Cap to be removed. Locations are approximate and the Contractor shall sound the entire Pier Cap and patch as needed or as directed by the Engineer.

Existing Exposed Longitudinal Reinforcing Steel and Stirrups in bottom of Pier Cap (Typ.)

Nominal Bottom Edges of Existing Pier Cap (Typ.)

GENERAL NOTES

EPOXY BONDING AGENT: Prepare all existing concrete surfaces which will be in contact with new concrete with an approved Epoxy Bonding Agent; material to be approved by the Engineer. Concrete surface must be clean prior to application. Apply Bonding Agent immediately before concrete pour. Follow the manufacturer's recommendations. Bonding Agent must be tacky at time of concrete pour. This is subsidiary to the bid item "Concrete Surface Repair (Sq. Ft.)."

CONCRETE SURFACE REPAIR: The Contractor shall sound all of the existing Pier Cap concrete at Piers #1, #5, #9 & #13, all of the Barrier curb posts and beams and all of the Expansion Pier Diaphragms at Piers #1, #5, #9 & #13. All deteriorated and/or damaged concrete delineated by the Engineer shall be removed. Additional concrete shall be removed to create a minimum thickness of new concrete of 1 inch. Do not feather edges. At repair locations, the concrete shall be removed from 3/4" around the reinforcing steel near the surface to allow a positive bond of new concrete to the existing structure. Repair or replacement of deteriorated reinforcing steel delineated by the Engineer shall be subsidiary to the "Concrete Surface Repair (Sq. Ft.," bid item. All repair areas are to be sandblasted to remove loose disintegrated concrete, dirt, oil, and any foreign material prior to placing Concrete (Grade 4.0(X)AE)(SA) or an approved Shotcrete. Prior to its placement, an epoxy resin for bonding new concrete to existing concrete shall be used. The removal of deteriorated or damaged concrete, placement of new concrete, and all labor, materials, equipment, and incidentals necessary to complete the repairs shall be paid for as "Concrete Surface Repair" (Sq. Ft.).

Some of the areas in the bottom of pier cap next to the concrete piles and the top of pier cap overhang areas next to the Anchor Assemblies at Piers #1, #5, #9 & #13 are showing severe deterioration, are missing large portions of concrete and have exposed reinforcing steel. These areas shall be rebuilt following details shown in the Existing Plans, procedures detailed on this sheet and KDOT Specifications. The removal of deteriorated or damaged concrete, placement of new concrete, and all labor, materials, equipment, and incidentals necessary to complete the repairs shall be paid for as "Concrete Surface Repair" (Sq. Ft.).

Approximately 25 of the total number of Barrier curb posts and curbs (both sides) have exposed reinforcing steel and will be repaired following the procedures detailed on this sheet and KDOT Specifications. The removal of deteriorated or damaged concrete, placement of new concrete, and all labor, materials, equipment, and incidentals necessary to complete the repairs shall be paid for as "Concrete Surface Repair" (Sq. Ft.).

Following a field visit performed by the Engineer, it has been determined that approximately 25% of the total number of Expansion Pier Diaphragms have exposed reinforcing steel and will be repaired following the procedures detailed on this sheet and KDOT Specifications. The removal of deteriorated or damaged concrete, placement of new concrete, and all labor, materials, equipment, and incidentals necessary to complete the repairs shall be paid for as "Concrete Surface Repair" (Sq. Ft.).

* Approximate pay limits for the Concrete Surface Repair is deteriorated concrete width multiplied by the width of the Existing Pier Cap.

** For any Concrete Surface Repairs around and/or under the existing Bearing Devices, the Contractor shall submit to the Engineer for approval, methods of supporting the Tee Girder during the repair process.

02/02/22: Revised wordage of call out.

SEDGWICK COUNTY PUBLIC WORKS JAMES WEBER, P.E., DIR. OF PUBLIC WORKS/COUNTY ENGINEER	
151ST STREET WEST BRIDGE OVER ARKANSAS RIVER CONCRETE SURFACE REPAIR DETAILS STRUCTURE NO. 801-E-1300 (B504)	
SCALE	DATE
	DWG. NO. 30900126A

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